

Ms. Niland, one of its reading clerks, announced that the Speaker has signed the following enrolled bills:

H.R. 3036. An act to restore motor carrier safety enforcement authority to the Department of Transportation.

H.R. 2684. An act making appropriations for the Departments of Veterans Affairs and Housing and Urban Development, and for sundry independent agencies, boards, commissions, corporations, and offices for the fiscal year ending September 30, 2000, and for other purposes.

H.R. 356. An act to provide for the conveyance of certain property from the United States to Stanislaus County, California.

The enrolled bills were signed subsequently by the President pro tempore (Mr. THURMOND).

#### MEASURE PLACED ON THE CALENDAR

Pursuant to the order of August 4, 1977, the following bill was discharged from the Committee on the Budget, and placed on the calendar:

S. 1214. A bill to ensure the liberties of the people by promoting federalism, to protect the reserved powers of the States, to impose accountability for Federal preemption of State and local laws, and for other purposes.

#### EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-5663. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Safety/Security Zone Regulations; Chesapeake Bay, Hampton, VA (CGD05-99-090)" (RIN2115-AA97) (1999-0065), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5664. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Safety/Security Zone Regulations; Mile 94.0 to Mile 96.0, Lower Mississippi River, Above Head of Passes (COTP New Orleans, LA 99-026)" (RIN2115-AA97) (1999-0066), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5665. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Drawbridge Regulations; Passaic River, NJ (CGD01-99-171)" (RIN2115-AE47) (1999-0047), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5666. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Drawbridge Regulations; Inner Harbor Navigation Canal, LA (CGD08-99-0111)" (RIN2115-E47) (1999-0048), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5667. A communication from the Chief, Office of Regulations and Administrative

Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Drawbridge Regulations; Gulf Intracoastal Waterway, Algiers Alternate Route, LA (CGD08-99-057)" (2115-AE47) (1999-0046), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5668. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Drawbridge Regulations; Suwannee River, FL (CGD07-98-054)" (2115-AE47) (1999-0045), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5669. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Rules of Practice, Procedure, and Evidence for Administrative Proceedings of the Coast Guard (USCG-1998-3472)" (2115-AF59) (1999-0003), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5670. A communication from the Chief, Office of Regulations and Administrative Law, U.S. Coast Guard, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "User Fees for Marine Licensing, Certificates of Registry, and Merchant Mariner Documents (USCG-1997-0002)" (2115-AF49) (1999-0002), received October 7, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5671. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Closure of the Central Regulatory Area of the Gulf of Alaska for Pacific Cod by the Inshore Component", received October 13, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5672. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Fisheries of the Exclusive Economic Zone Off Alaska; Pollock by Vessels Catching Pollock for Processing by the Inshore Component in the Bering Sea Subarea" received October 13, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5673. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Fisheries of the Exclusive Economic Zone Off Alaska; Vessels Catching Pollock for Processing by the Inshore Component in the Bering Sea Subarea" received October 5, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5674. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod by Catcher Vessels Using Trawl Gear in the Bering Sea and Aleutian Islands" received October 5, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5675. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Closure of the Central Regulatory Area of the Gulf of Alaska for Pacific Cod by the Inshore Component", received October 8, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5676. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Closure of the Eastern Regulatory Area of the Gulf of Alaska to Retention of Shortraker and Rougheye Rockfish", received October 8, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5677. A communication from the Acting Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Fisheries off West Coast States and in the Western Pacific; Pacific Coast Groundfish Fishery; End of the Primary Season and Resumption of Trip Limits for the Shore-based Whiting Sector", received October 5, 1999; to the Committee on Commerce, Science, and Transportation.

EC-5678. A communication from the Director, Office of Sustainable Fisheries, National Marine Fisheries Service, Department of Commerce, transmitting, pursuant to law, the report of a rule entitled "Fisheries of the Northeastern United States; Summer Flounder Fishery; Notification of Waiver of Annual Federal Summer Flounder Recreational Measures", received October 5, 1999; to the Committee on Commerce, Science, and Transportation.

#### REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CHAFEE, from the Committee on Environment and Public Works, without amendment:

S. 1119. A bill to amend the Act of August 9, 1950, to continue funding of the Coastal Wetlands Planning, Protection and Restoration Act (Rept. No. 106-193).

By Mr. CHAFEE, from the Committee on Environment and Public Works, without amendment:

S. 1744. An original bill to amend the Endangered Species Act of 1973 to provide that certain species conservation reports shall continue to be submitted (Rept. No. 106-194).

By Mr. MURKOWSKI, from the Committee on Energy and Natural Resources, without amendment:

S. 1275. A bill to authorize to Secretary of the Interior to produce and sell products and to sell publications relating to the Hoover Dam, and to deposit revenues generated from the sales into the Colorado River Dam fund (Rept. No. 106-195).

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. CRAPO (for himself and Mr. CRAIG):

S. 1742. A bill to amend title XVIII of the Social Security Act to permit certain skilled nursing facilities to participate in the 3-year transition period under the prospective payment system for skilled nursing facility services; to the Committee on Finance.

By Mr. CLELAND:

S. 1743. A bill to amend the Transportation Equity Act for the 21st Century to authorize the State of Georgia to participate in the State infrastructure bank pilot program; to the Committee on Environment and Public Works.

By Mr. CHAFEE:

S. 1744. An original bill to amend the Endangered Species Act of 1973 to provide that

certain species conservation reports shall continue to be submitted; from the Committee on Environment and Public Works; placed on the calendar.

By Mr. REED:

S. 1745. A bill to establish and expand child opportunity zone family centers in elementary schools and secondary schools, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. MOYNIHAN:

S. 1746. A bill to authorize negotiation of a free trade agreement with the Republic of Turkey, to provide authority for the implementation of the agreement, and for other purposes; to the Committee on Finance.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. CLELAND:

S. 1743. A bill to amend the Transportation Equity Act for the 21st Century to authorize the State of Georgia to participate in the State infrastructure bank pilot program; to the Committee on Environment and Public Works.

##### STATE INFRASTRUCTURE BANK PILOT PROGRAM LEGISLATION

Mr. CLELAND. Mr. President, I rise today to introduce legislation which would allow my home state of Georgia to participate in the State Infrastructure Bank (SIB) program. Prior to the enactment of the Transportation Equity Act for the 21st Century (TEA-21) all 50 states were eligible for SIB revolving funds, which are capitalized with federal and state contributions and used to provide loans and other forms of non-grant assistance to transportation projects. TEA-21, however, limited an enhanced SIB program to four states (California, Florida, Missouri, Rhode Island). My bill would add Georgia as a fifth state for participation in the SIB program.

Georgia and Metro Atlanta, I believe, can be a national model on how to meet clean air standards and manage suburban sprawl without compromising economic growth. Governor Roy Barnes and the Georgia General Assembly deserve a great deal of credit for grabbing the bull by the horns when they enacted historic legislation creating the Georgia Regional Transportation Authority (GRTA). GRTA will work with other state agencies and organizations to solve the traffic, pollution, and sprawl problems that plague Metro Atlanta.

In order to carry out its legislative charge in conjunction with the Georgia Department of Transportation (GDOT), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Atlanta Regional Commission (ARC), and other transportation agencies, GRTA will need sufficient financial resources to become a regional authority with teeth. To assist in procurement of these resources, the legislation I am introducing today would extend the State Infrastructure Bank program to include Georgia. I believe that this program can be a vital component in funding such important projects as the multi-state high speed rail corridor.

The SIB program authorizes loans to a public or private entity to cover the partial or complete cost of an approved project, and it allows for innovative planning and development of funding streams for repayment, which does not begin until five years after the completion of the project. Additionally, TEA-21 allows for the creation of a multistate infrastructure bank system among the pilot states. In so doing, states would be encouraged to share not only funds but also ideas for combating pollution and traffic problems and encouraging alternative forms of transportation. Georgia would be a perfect addition to this mix.

Georgia can be a model for the nation—an example for other states that are facing similar problems of balancing growth and livability. Georgia's participation in the SIB program would provide more options to fund the solutions that will allow the proper balance to be struck. GRTA, GDOT and the other transportation entities in Georgia have expressed to me their enthusiasm over the possibilities that are presented by Georgia's participation in the SIB program. I hope that my Senate colleagues will join with me in support of this legislation which will allow Georgia to participate in the SIB program and in doing so it will illustrate to the country the full potential of this program.

I ask unanimous consent that the bill be printed in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1743

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

##### SECTION 1. STATE INFRASTRUCTURE BANK PILOT PROGRAM.

Section 1511(b)(1)(A) of the Transportation Equity Act for the 21st Century (23 U.S.C. 181 note; 112 Stat. 251) is amended by inserting "Georgia," after "Florida".

By Mr. REED:

S. 1745. A bill to establish and expand child opportunity zone family centers in elementary schools and secondary schools, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

##### CHILD OPPORTUNITY ZONE FAMILY CENTERS ACT

Mr. REED. Mr. President, I rise today to introduce legislation to encourage communities to foster school-based or school-linked family centers. These centers would provide a comprehensive array of information, support, services, and activities to improve the education, health, mental health, safety, and economic well-being of children and their families.

As we strive to ensure the academic and future success of our students, we must recognize that the increasingly complex needs of children cannot be met by the education system alone.

Some facts to illustrate this point:

Today, 11.3 million children—more than 90 percent of them in working families—have no health insurance.

7.5 million children under the age of 18 require mental health services, while the National Institute of Mental Health estimates that fewer than one in five receive the help they need.

It is estimated that nearly five million school-age children spend time without adult supervision during a typical week. Meanwhile, FBI data show that the peak hours for violent juvenile crime occur during the after-school hours of 3:00 p.m. to 8:00 p.m.

Also according to the FBI, juveniles accounted for 17 percent of all violent crime arrests in 1997, and juveniles are victims in nearly 25 percent of all crimes.

To address these and other serious issues facing our children and families, a few states and localities have established centers and developed programs designed to provide families with access and linkages to needed social services in a location that is easily accessed by families—their children's school. All too often, the programs and services currently available to assist children and families, like health and mental health care, nutritional programs, child care, housing, and job training, exist in a fragmented fashion, making it difficult for many families to find a point of entry. The aim of my legislation is to bring these vital services under one familiar roof so children and families have easy access to needed services.

Research indicates that school-linked family center programs are a cost-effective way to provide supports to children and families. According to a report by the Northeast and Islands Regional Educational Laboratory, school-linked services can also "help to increase student achievement, save money and reduce overlapping services, reach those children and families most in need, make schools more welcoming to families, increase community support for the school, and help at-risk families develop the capacity to manage their own lives successfully."

My legislation, the Child Opportunity Zone Family Centers Act, builds on a successful model in my home state of Rhode Island, the Rhode Island Child Opportunity Zone (COZ) Family Center initiative.

The Child Opportunity Zone Family Centers Act would provide grants on a competitive basis to partnerships consisting of a high poverty school; school district; other public agency, such as a department of health or social services; and non-profit community organizations, including a family health center that provides mental health services. Partnerships would be required to complete a needs assessment, and then use this information to provide children and families with linkages to existing community prevention and intervention services in the core areas of education, health, and family support. In addition, partnerships would provide violence prevention education to children and families and training to enable families to help their children